

# Greater Attleboro Taunton Regional Transit Authority

Transit Asset Management Plan for the period of 10/1/2018 to 9/30/2023  
Final Plan Prepared: 9/28/2018

## Revision History

**Agency Name:** Greater Attleboro Taunton Regional Transit Authority

**Accountable Executive:** Francis J. Gay, Administrator

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## **Table of Contents**

Greater Attleboro Taunton Regional Transit Authority.....	2
Executive Summary.....	3
Section 1: Introduction & Applicability .....	3
State of Good Repair (SGR) Standards Policy .....	7
Useful Life Benchmark .....	8
Condition Assessment.....	8
SGR Performance Measures and Targets .....	8
Section 2: Asset Inventory Portfolio .....	9
Section 3: Asset Condition Assessment .....	16
Section 4: Description of Decision Support Tools .....	20
Section 5: Prioritized List of Investments.....	21
Section 6: Annual Performance Targets and Measures.....	22
Section 7: Recordkeeping and NTD Reporting.....	27
Section 8: Conclusion .....	27

## **Greater Attleboro-Taunton Regional Transit Authority**

The Greater Attleboro-Taunton Regional Transit Authority (GATRA) was created pursuant to the provisions of Chapter 161B of the Massachusetts General Laws of the Acts of 1973. The Authority is given general responsibility to develop, finance, and contract for the operation of mass transportation facilities and services within its territory. The territorial area of the Authority consists of the Cities of Attleboro and Taunton, and the Towns of Bellingham, Berkley, Carver, Dighton, Duxbury, Foxborough, Franklin, Hanover, Kingston, Lakeville, Mansfield, Marshfield, Medway, Middleboro, Norfolk, North Attleboro, Norton, Pembroke, Plainville, Plymouth, Raynham, Rehoboth, Scituate, Seekonk, Wareham, and Wrentham.

The day-to-day affairs of the Authority are managed by an Administrator who is appointed by the Advisory Board. The Advisory Board consists of the Mayors of the Cities of Attleboro and Taunton and the Chairman, or their designees, of the Boards of Selectmen of member towns.

GATRA oversees operations of demand response services in all of its twenty eight communities and fixed route bus services in the communities of Attleboro, Bellingham, Duxbury, Foxborough, Franklin, Kingston, Mansfield, Marshfield, Medway, Middleboro, Norfolk, North Attleboro, Norton, Pembroke, Plainville, Plymouth, Raynham, Scituate, Seekonk, Taunton, Wareham, and Wrentham.

Although responsible for establishing routes and setting fares, GATRA is not involved in the direct operation of public mass transportation services. Rather, it relies on contracts negotiated with private sector transportation providers and agreements with local communities. GATRA contracts with PTM of Attleboro, Inc., Bill's Taxi Service, and Kiessling Transit Services, privately owned corporations, and has agreements with the following local communities to operate transit services: Bellingham, Carver, Duxbury, Hanover, Kingston, Lakeville, Marshfield, Medway, Middleboro, Pembroke, Plainville, Scituate, and Wrentham.

The Authority owns the buses and vans for the above service and has one Administration facility with a bus terminal and one Operations/Maintenance facility both located in Taunton, MA as well as an Intermodal Center and bus waiting facility in Attleboro.

The Authority also provides Brokerage Services for MassHealth, the Department of Developmental Disabilities, and the Department of Public Health.

The Authority is a designated recipient of Federal Transit Administration 5307, 5337, and 5339 funds, receives State Operating Assistance, and each Member City/Town receiving service is assessed for its share of service. For the Fiscal Year 2019, 7/1/2018-6/30/2019, the Authority's operating budget for transit service is \$14,839,800. The total Authority budget, including Brokerage Services, is \$56,346,100.

## **Executive Summary**

As a recipient of Federal Transit Administration funds, GATRA is required to develop and maintain a Transit Asset Management Plan per FTA's Final Rule at 49 CFR Part 625. As defined by the Rule, Transit Asset Management (TAM) is the strategic and systematic practice of processing, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and cost over their life cycles to provide safe, cost effective, and reliable public transportation.

The preparation of the TAM Plan is based on identifying the transit assets which GATRA owns and has direct capital responsibility and the performance measures included in the Final Rule that relate to these identified assets. A complete TAM Plan is required by 9/30/2018. GATRA is considered a Tier II Transit Provider as defined in the Final Rule. This definition is as follows:

**Tier II Provider:** Means a recipient that owns, operates, or manages (1) one hundred (100) or fewer vehicles in revenue service during peak regular service across all non-rail fixed route modes or in any one non-fixed route mode, (2) a sub recipient under the 5311 Rural Area Formula Program, (3) or any American Indian tribe.

The consequences of an asset not being in a State of Good Repair (SGR) include: safety risks (increase in accidents per 100,000 revenue miles); decreased system reliability (poor on-time performance); higher maintenance costs per miles of service and/or lower system performance (missed trips due to increased frequency of breakdowns).

## **Section 1: Introduction & Applicability**

### **Time Frame of TAM Plan**

This document covers the period of 10/1/2018 to 9/30/2019 beginning with the completion of the initial TAM Plan 9/30/2018. This TAM Plan shall be amended during the five year horizon period when there is a significant change to assets and/or operations occurring at the Authority.

### **The Accountable Executive**

As required by the TAM Final Rule, each transit operator receiving FTA funding shall designate an "Accountable Executive" to implement the TAM Plan. The Authority's Accountable Executive shall be the Administrator, acting as the Chief Executive Officer of the Authority. The Authority's Accountable Executive must balance transit asset management, safety, day-to-day operations, and expansion needs in approving and carrying out the TAM Plan and a Public Transportation Agency Safety Plan. The Accountable Executive shall be responsible to ensure the development and implementation of the TAM Plan, in accordance with 49 CFR Part 625 (625.25 Transit Asset Management plan requirements). Furthermore, the Accountable Executive shall approve the annual asset performance targets and TAM Plan document. These

required approvals shall be self-certified by the Administrator via the annual FTA Certifications and Assurances forms in TrAMS.

## TAM Plan Elements

As a Tier II public transit provider, the TAM Plan prepared by the Authority must contain the following elements:

1. Inventory of Assets Portfolio An inventory of the number and type of capital assets to include Rolling Stock, Facilities, and Equipment
2. Condition Assessment of Inventoried Assets A condition assessment of those inventoried assets for which the Authority has direct ownership and capital responsibility
3. Description of Decision-Support Tool A description of the analytical process and decision-support tool the Authority uses to assist in capital asset prioritization
4. Prioritized List of Investments The prioritized list of projects the Authority will use to manage or improve the SGR of capital assets

The following Definitions, as included in the Final Rule, apply to this TAM Plan:

*Accountable Executive:* Means a single, identifiable person who has ultimate responsibility for carrying out the safety management system of a public transportation agency; responsibility for carrying out transit asset management practices; and control or direction over the human and capital resources needed to develop and maintain both the agency's public transportation agency safety plan, in accordance with 49 U.S.C. 5329(d), and the agency's transit asset management plan in accordance with 49 U.S.C. 5326.

*Asset Category:* Means a grouping of asset classes, including a grouping of equipment, a grouping of rolling stock, a grouping of infrastructure, and a grouping of facilities.

*Asset Class:* Means a subgroup of capital assets within an asset category. For example, buses, trolleys, and cutaway vans are all asset classes within the rolling stock asset category.

*Asset Inventory:* Means a register of capital assets, and information about those assets.

*Capital Asset:* Means a unit of rolling stock, a facility, a unit of equipment, or an element of infrastructure used for providing public transportation.

*Decision Support Tool:* Means an analytic process or methodology: (1) To help prioritize projects to improve and maintain the state of good repair of capital assets within a public transportation system, based on available condition data and objective criteria; or (2) To assess financial needs for asset investments over time.

*Direct Recipient:* Means an entity that receives Federal financial assistance directly from the Federal Transit Administration.

*Equipment:* Means an article of nonexpendable, tangible property having a useful life of at least one year.

*Exclusive-Use Maintenance Facility:* Means a maintenance facility that is not commercial and either owned by a transit provider or used for servicing their vehicles.

*Facility:* Means a building or structure that is used in providing public transportation.

*Full Level of Performance:* Means the objective standard established by FTA for determining whether a capital asset is in a state of good repair.

*Horizon Period:* Means the fixed period of time within which a transit provider will evaluate the performance of its TAM plan. FTA standard horizon period is four years.

*Implementation Strategy:* Means a transit provider's approach to carrying out TAM practices, including establishing a schedule, accountabilities, tasks, dependencies, and roles and responsibilities.

*Infrastructure:* Means the underlying framework or structures that support a public transportation system.

*Investment Prioritization:* Means a transit provider's ranking of capital projects or programs to achieve or maintain a state of good repair. An investment prioritization is based on financial resources from all sources that a transit provider reasonably anticipates will be available over the TAM plan horizon period.

*Key Asset Management Activities:* Means a list of activities that a transit provider determines are critical to achieving its TAM goals.

*Life-Cycle Cost:* Means the cost of managing an asset over its whole life.

*Participant:* Means a tier II provider that participates in a group TAM plan.

*Performance Measure:* Means an expression based on a quantifiable indicator of performance or condition that is used to establish targets and to assess progress toward meeting the established targets (*e.g.*, a measure for on-time performance is the percent of trains that arrive on time, and a corresponding quantifiable indicator of performance or condition is an arithmetic difference between scheduled and actual arrival time for each train).

*Performance Target:* Means a quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by the Federal Transit Administration (FTA).

*Public Transportation System:* Means the entirety of a transit provider's operations, including the services provided through contractors.

*Public Transportation Agency Safety Plan:* Means a transit provider's documented comprehensive agency safety plan that is required by 49 U.S.C. 5329.

*Recipient:* Means an entity that receives Federal financial assistance under 49 U.S.C. Chapter 53, either directly from FTA or as a subrecipient.

*Rolling Stock:* Means a revenue vehicle used in providing public transportation, including vehicles used for carrying passengers on fare-free services.

*Service Vehicle:* Means a unit of equipment that is used primarily either to support maintenance and repair work for a public transportation system or for delivery of materials, equipment, or tools.

*State of Good Repair (SGR):* Means the condition in which a capital asset is able to operate at a full level of performance.

*Subrecipient:* Means an entity that receives Federal transit grant funds indirectly through a State or a direct recipient.

*TERM Scale:* Means the five (5) category rating system used in the Federal Transit Administration's Transit Economic Requirements Model (TERM) to describe the condition of an asset: 5.0—Excellent, 4.0—Good; 3.0—Adequate, 2.0—Marginal, and 1.0—Poor

*Tier I Provider:* Means a recipient that owns, operates, or manages either (1) one hundred and one (101) or more vehicles in revenue service during peak regular service across all fixed route modes or in any one non-fixed route mode, or (2) rail transit.

*Tier II Provider:* Means a recipient that owns, operates, or manages (1) one hundred (100) or fewer vehicles in revenue service during peak regular service across all non-rail fixed route modes or in any one non-fixed route mode, (2) a subrecipient under the 5311 Rural Area Formula Program, (3) or any American Indian tribe.

*Transit Asset Management (TAM):* Means the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles, for the purpose of providing safe, cost-effective, and reliable public transportation.

*Transit Asset Management (TAM) Plan:* Means a plan that includes an inventory of capital assets, a condition assessment of inventoried assets, a decision support tool, and a prioritization of investments.

*Transit Asset Management (TAM) Policy:* Means a transit provider's documented commitment to achieving and maintaining a state of good repair for all of its capital assets. The TAM policy defines the transit provider's TAM objectives and defines and assigns roles and responsibilities for meeting those objectives.

*Transit Asset Management (TAM) Strategy:* Means the approach a transit provider takes to carry out its policy for TAM, including its objectives and performance targets.

*Transit Asset Management (TAM) System:* Means a strategic and systematic process of operating, maintaining, and improving public transportation capital assets effectively, throughout the life cycles of those assets.

*Transit Provider (provider):* Means a recipient or subrecipient of Federal financial assistance under 49 U.S.C. Chapter 53 that owns, operates, or manages capital assets used in providing public transportation.

*Useful life:* Means either the expected life cycle of a capital asset or the acceptable period of use in service determined by FTA.

*Useful life benchmark (ULB):* Means the expected life cycle or the acceptable period of use in service for a capital asset, as determined by a transit provider, or the default benchmark provided by FTA.

## **State of Good Repair (SGR) Standards Policy**

GATRA's SGR policy is as follows:

A capital asset is in a state of good repair (SGR) when each of the following objective standards is met:

1. If the asset is in a condition sufficient for the asset to operate at a full level of performance. An individual capital asset may operate at a full level of performance regardless of whether or not other capital assets within a public transportation system are in a SGR
2. The asset is able to perform its manufactured design function
3. The use of the asset in its current condition does not pose an identified unacceptable safety risk and/or deny accessibility
4. The asset's life-cycle investment needs have been met or recovered, including all schedule maintenance, rehabilitation, and replacement (ULB)

The TAM Plan allows GATRA to predict the impact of its policies and investment justification decisions on the condition of its assets throughout the asset's life cycle, and enhances the abilities to maintain a SGR by proactively investing in an asset before the asset's condition deteriorates to an unacceptable level.

### **Useful Life Benchmark**

As previously mentioned, the Useful Life Benchmark (ULB) is defined as the expected life cycle or acceptable period of use in service for a capital asset as determined by a transit provider.

For the purposes of this TAM Plan, GATRA utilized FTA standards for vehicle replacement found in FTA Circular 5010.E, as assets acquired by GATRA are funded in part with Federal transit funds.

Minimum Service Life for Buses and Vans

Category	Length	Minimum Life	
		whichever comes first	
		Years	Miles
Heavy-Duty Large Bus	35-45 ft	12	500,000
Heavy-Duty Small Bus	30 ft	10	350,000
Medium-Duty Transit Bus	30 ft.	7	200,000
Light-Duty Mid-Sized Bus	25-35 ft.	5	150,000
Light Duty Small Bus (cutaways, modified van)	16-28 ft.	4	100,000

### **Condition Assessment**

As part of the TAM Plan, each vehicular and facility asset will have a physical condition assessment conducted on an annual basis. See Section 3 regarding condition assessment.

### **SGR Performance Measures and Targets**

Under the Tam Final Rules, FTA established three performance measures for Tier II transit providers to approximate the State of Good Repair (SGR) for three categories of capital assets. Calculating performance measures will assist in quantifying the condition of assets, which will facilitate setting targets that will support funding prioritization. These three performance measures are as follows:

- Rolling Stock-Age: The SGR performance measure for rolling stock is the percentage of revenue vehicles (fixed route and paratransit) within a particular asset class that have either met or exceeded their UBL
- Equipment-Age: The SGR performance measure for non-revenue, support service, and maintenance vehicles is the percentage of those vehicles that have either met or exceeded their ULB
- Facilities-Condition: The SGR performance measure for facilities is the percentage of facilities within an asset class rated below condition 3 on the FTA TERM rating scale

## **Section 2: Asset Inventory Portfolio**

The following capital asset items that are owned by GATRA, and for which GATRA has a direct Capital responsibility, are included in the TAM Plan asset inventory. Rolling Stock (buses/vans), Support Vehicles, and Facilities. GATRA is not a grantee that operates passenger rail service, therefore GATRA does not have any associated rail infrastructure in its asset portfolio.

### **Rolling Stock**

Rolling stock (buses and vans) owned by GATRA are considered revenue service vehicles used in the provision of public transportation. Data for rolling stock is maintained in TransAm software. The following required data fields are maintained for each rolling stock asset:

External Vehicle ID	Purchase State (new/used)
Description	Asset Tag #
Vehicle Type	Classification
Mileage	Vehicle Title
Manufacturer	VIN Number
Plate	Anticipate Replacement/Rehab
Vehicle Weight	Year built/in Service Date/Age License
Vehicle Features	Reported Condition Assessment Gross
Capacity: Seating/Standing/Wheelchair	Purchase Cost, Date, Source
Current State of Vehicle	(Dealer/Vendor)
Storage location	Fuel Type Make/Model
Disposition Date, Cost, and Buyer	Length of Vehicle
Grant Source Used for Purchase (State/Fed/%); Grant Number	

### **Non-Revenue Service Vehicles**

GATRA owns and has direct capital responsibility for ten non-revenue service vehicles. Five are assigned to the Maintenance Department, four to the Operations/Administration, and one for Administrative purposes.

Data for non-revenue service vehicles is maintained in TramsAM software. The following required data fields are maintained for each non-revenue service vehicle:

External Vehicle ID  
Description  
Vehicle Type  
Mileage  
Manufacturer  
Plate  
Vehicle Weight  
Vehicle Features  
Capacity: Seating  
Current State of Vehicle  
Storage location  
Classification  
Last Maintenance Performed  
Disposition Date, Cost, and Buyer  
Grant Source Used for Purchase  
(State/Fed/%)  
Purchase State (new/used)  
Asset Tag #  
Classification  
Vehicle Title  
VIN Number  
Anticipate Replacement  
Year built/in Service Date/Age License  
Reported Condition Assessment Gross  
Purchase Cost, Date, Source  
(Dealer/Vendor)  
Fuel Type Make/Model

Agency	Type	Asset	Tag	Manufacturer	In Service Date	Condition			Current Mileage (mi.)
						ULB	Age	Condition	
GATRA	Bus 30 FT		657	GIL-Gillig Corporation	3/31/2006	10	12	4	376,489
GATRA	Bus 30 FT		658	GIL-Gillig Corporation	5/31/2006	10	12	4	476,166
GATRA	Bus 30 FT		659	GIL-Gillig Corporation	5/31/2006	10	12	3	456,079
GATRA	Bus 30 FT		660	GIL-Gillig Corporation	5/31/2006	10	12	4	386,324
GATRA	Bus 30 FT		661	GIL-Gillig Corporation	5/31/2006	10	12	4	393,533
GATRA	Bus 30 FT		662	GIL-Gillig Corporation	5/31/2006	10	12	3	395,372
GATRA	Bus 30 FT		353	OBI-Orion Bus Industries Ltd.	6/30/2003	12	15	3	499,428
GATRA	Bus 30 FT		354	OBI-Orion Bus Industries Ltd.	6/30/2003	12	15	3	646,032
GATRA	Bus 30 FT		351	OBI-Orion Bus Industries Ltd.	6/30/2003	12	15	4	512,140
GATRA	Bus 30 FT		355	OBI-Orion Bus Industries Ltd.	6/30/2003	12	15	4	646,032
GATRA	Bus 30 FT		867	GIL-Gillig Corporation	2/29/2008	10	10	5	371,436
GATRA	Bus 30 FT		868	GIL-Gillig Corporation	2/29/2008	10	10	4	379,723
GATRA	Van		702	FRD-Ford Motor Corporation	3/31/2008	5	10	4	192,064
GATRA	Van		703	FRD-Ford Motor Corporation	3/31/2008	5	10	5	117,350
				CMD-Chevrolet Motor Division -					
GATRA	Bus < 30 FT		970	GMC	5/31/2009	10	9	4	361,418
				CMD-Chevrolet Motor Division -					
GATRA	Bus < 30 FT		969	GMC	5/31/2009	10	9	4	422,414
				CMD-Chevrolet Motor Division -					
GATRA	Bus < 30 FT		971	GMC	5/31/2009	10	9	4	388,909
				CMD-Chevrolet Motor Division -					
GATRA	Bus < 30 FT		972	GMC	5/31/2009	10	9	3	304,337
GATRA	Van		912	FRD-Ford Motor Corporation	1/31/2010	5	9	5	154,207
GATRA	Van		910	FRD-Ford Motor Corporation	1/31/2010	5	9	5	187,599
GATRA	Van		907	FRD-Ford Motor Corporation	1/31/2010	5	9	5	176,119
GATRA	Bus < 30 FT		1076	CMC-Champion Motor Coach Inc.	1/31/2010	10	8	5	244,168
GATRA	Bus < 30 FT		1075	CMC-Champion Motor Coach Inc.	1/31/2010	10	8	4	333,595
GATRA	Bus < 30 FT		1074	CMC-Champion Motor Coach Inc.	1/31/2010	10	8	4	282,245
GATRA	Bus < 30 FT		1073	CMC-Champion Motor Coach Inc.	1/31/2010	10	8	5	293,016
GATRA	Bus < 30 FT		934	FRD-Ford Motor Corporation	1/31/2010	7	9	4	160,669
GATRA	Bus < 30 FT		937	FRD-Ford Motor Corporation	1/31/2010	7	9	4	185,164
GATRA	Bus < 30 FT		936	FRD-Ford Motor Corporation	1/31/2010	7	9	4	125,487
GATRA	Bus < 30 FT		1079	GIL-Gillig Corporation	2/28/2010	10	8	4	400,939
GATRA	Bus < 30 FT		1080	GIL-Gillig Corporation	2/28/2010	10	8	4	374,851
GATRA	Bus < 30 FT		1078	GIL-Gillig Corporation	2/28/2010	10	8	4	319,832
GATRA	Bus < 30 FT		1077	GIL-Gillig Corporation	2/28/2010	10	8	5	426,446
GATRA	Bus < 30 FT		938	FRD-Ford Motor Corporation	2/28/2010	7	9	5	107,425
GATRA	Bus < 30 FT		942	FRD-Ford Motor Corporation	4/30/2010	7	8	3	144,689
GATRA	Bus < 30 FT		946	FRD-Ford Motor Corporation	4/30/2010	7	8	4	91,895
GATRA	Bus < 30 FT		943	FRD-Ford Motor Corporation	4/30/2010	7	8	4	155,279
GATRA	Van		1015	FRD-Ford Motor Corporation	6/30/2010	5	8	5	204,822
GATRA	Van		1016	FRD-Ford Motor Corporation	6/30/2010	5	8	5	207,246

GATRA	Van	1017	FRD-Ford Motor Corporation	6/30/2010	5	8	5	196,901
GATRA	Van	1019	FRD-Ford Motor Corporation	6/30/2010	5	8	5	149,594
GATRA	Van	1020	FRD-Ford Motor Corporation	6/30/2010	5	8	5	199,441
GATRA	Van	1021	FRD-Ford Motor Corporation	6/30/2010	5	8	5	141,548
GATRA	Van	1022	FRD-Ford Motor Corporation	6/30/2010	5	8	5	172,295
GATRA	Van	1027	FRD-Ford Motor Corporation	6/30/2010	5	8	5	144,047
GATRA	Van	1028	FRD-Ford Motor Corporation	6/30/2010	5	8	5	203,061
GATRA	Van	1029	FRD-Ford Motor Corporation	6/30/2010	5	8	5	199,081
GATRA	Van	1030	FRD-Ford Motor Corporation	6/30/2010	5	8	5	207,156
GATRA	Van	1032	FRD-Ford Motor Corporation	6/30/2010	5	8	5	197,840
GATRA	Van	1026	FRD-Ford Motor Corporation	6/30/2011	5	8	5	169,685
GATRA	Van	1148	FRD-Ford Motor Corporation	8/31/2011	5	7	4	158,777
GATRA	Van	1147	FRD-Ford Motor Corporation	8/31/2011	5	7	4	173,053
GATRA	Bus < 30 FT	1154	FRD-Ford Motor Corporation	4/30/2012	7	6	5	174,067
GATRA	Van	1161	FRD-Ford Motor Corporation	4/30/2012	5	6	5	165,335
GATRA	Van	1158	FRD-Ford Motor Corporation	4/30/2012	5	6	4	176,031
GATRA	Van	1160	FRD-Ford Motor Corporation	4/30/2012	5	6	5	137,542
GATRA	Van	1135	FRD-Ford Motor Corporation	5/31/2012	5	6	5	180,444
GATRA	Van	1134	FRD-Ford Motor Corporation	5/31/2012	5	6	5	127,435
GATRA	Van	1157	FRD-Ford Motor Corporation	5/31/2012	5	6	4	159,102
GATRA	Bus < 30 FT	1152	FRD-Ford Motor Corporation	5/31/2012	7	6	4	120,759
GATRA	Bus < 30 FT	1155	FRD-Ford Motor Corporation	5/31/2012	7	6	4	259,327
GATRA	Bus < 30 FT	1156	FRD-Ford Motor Corporation	5/31/2012	7	6	4	126,201
GATRA	Bus < 30 FT	1149	FRD-Ford Motor Corporation	2/29/2012	7	7	5	196,964
GATRA	Bus < 30 FT	1184	CMC-Champion Motor Coach Inc.	3/31/2012	10	6	4	264,997
GATRA	Bus < 30 FT	1183	CMC-Champion Motor Coach Inc.	3/31/2012	10	6	4	213,777
GATRA	Van	1159	FRD-Ford Motor Corporation	4/30/2012	5	6	5	172,933
GATRA	Bus < 30 FT	1151	FRD-Ford Motor Corporation	4/30/2012	7	6	4	184,780
GATRA	Bus < 30 FT	1150	FRD-Ford Motor Corporation	4/30/2012	7	6	4	171,584
GATRA	Van	1236	FRD-Ford Motor Corporation	5/31/2013	5	5	5	165,364
GATRA	Van	1237	FRD-Ford Motor Corporation	5/31/2013	5	5	5	130,609
GATRA	Van	1238	FRD-Ford Motor Corporation	5/31/2013	5	5	5	142,374
GATRA	Van	1239	FRD-Ford Motor Corporation	5/31/2013	5	5	5	66,903
GATRA	Bus < 30 FT	1271	FRD-Ford Motor Corporation	6/30/2013	7	5	4	230,825
GATRA	Bus < 30 FT	1273	FRD-Ford Motor Corporation	6/30/2013	7	5	5	156,515
GATRA	Bus < 30 FT	1274	FRD-Ford Motor Corporation	6/30/2013	7	5	5	247,300
GATRA	Bus < 30 FT	1272	FRD-Ford Motor Corporation	6/30/2013	7	5	5	186,314
GATRA	Bus < 30 FT	1266	FRD-Ford Motor Corporation	6/30/2013	7	5	4	230,807
GATRA	Bus < 30 FT	1263	FRD-Ford Motor Corporation	6/30/2013	7	5	4	91,340
GATRA	Bus < 30 FT	1267	FRD-Ford Motor Corporation	6/30/2013	7	5	5	245,918
GATRA	Bus < 30 FT	1264	FRD-Ford Motor Corporation	6/30/2013	7	5	5	84,365
GATRA	Bus < 30 FT	1265	FRD-Ford Motor Corporation	6/30/2013	7	5	5	146,988
GATRA	Bus < 30 FT	1262	FRD-Ford Motor Corporation	6/30/2013	7	5	5	72,121
GATRA	Bus < 30 FT	1269	FRD-Ford Motor Corporation	6/30/2013	7	5	5	111,211
GATRA	Van	1270	FRD-Ford Motor Corporation	6/30/2013	5	5	5	29,088

GATRA	Van	1268	FRD-Ford Motor Corporation	6/30/2013	5	5	5	63,511
GATRA	Van	1440	FRD-Ford Motor Corporation	6/30/2014	5	4	5	111,696
GATRA	Van	1441	FRD-Ford Motor Corporation	6/30/2014	5	4	5	106,306
GATRA	Van	1442	FRD-Ford Motor Corporation	6/30/2014	5	4	5	97,875
GATRA	Van	1443	FRD-Ford Motor Corporation	6/30/2014	5	4	5	116,139
GATRA	Van	1444	FRD-Ford Motor Corporation	6/30/2014	5	4	5	112,333
GATRA	Van	1445	FRD-Ford Motor Corporation	6/30/2014	5	4	5	66,516
GATRA	Van	1475	FRD-Ford Motor Corporation	4/30/2014	5	4	5	83,638
GATRA	Van	1476	FRD-Ford Motor Corporation	4/30/2014	5	4	5	72,896
GATRA	Van	1477	FRD-Ford Motor Corporation	4/30/2014	5	4	5	105,127
GATRA	Van	1478	FRD-Ford Motor Corporation	4/30/2014	5	4	5	149,085
GATRA	Van	1479	FRD-Ford Motor Corporation	4/30/2014	5	4	5	79,736
GATRA	Bus < 30 FT	1081	CMC-Champion Motor Coach Inc.	1/31/2011	10	7	4	245,344
GATRA	Bus < 30 FT	1082	CMC-Champion Motor Coach Inc.	1/31/2011 10/31/201	10	7	4	255,835
GATRA	Van	1651	FRD-Ford Motor Corporation	5	5	3	5	80,945
GATRA	Van	1684	FRD-Ford Motor Corporation	6/30/2015	5	4	5	53,190
GATRA	Van	1646	FRD-Ford Motor Corporation	6/30/2015	5	2	5	69,199
GATRA	Van	1647	FRD-Ford Motor Corporation	6/30/2015	5	2	5	77,066
GATRA	Van	1648	FRD-Ford Motor Corporation	6/30/2015	5	2	5	77,875
GATRA	Van	1649	FRD-Ford Motor Corporation	6/30/2015	5	2	5	34,910
GATRA	Van	1680	FRD-Ford Motor Corporation	6/30/2015	5	2	5	61,625
GATRA	Van	1681	FRD-Ford Motor Corporation	6/30/2015	5	2	5	65,276
GATRA	Van	1682	FRD-Ford Motor Corporation	6/30/2015	5	2	5	48,728
GATRA	Van	1683	FRD-Ford Motor Corporation	6/30/2015	5	2	5	52,163
GATRA	Van	1685	FRD-Ford Motor Corporation	6/30/2015	5	2	5	6,263
			FIL-Flyer Industries Ltd (aka New					
GATRA	Bus 30 FT	1585	Flyer Industries)	6/30/2015	10	3	5	110,005
			FIL-Flyer Industries Ltd (aka New					
GATRA	Bus 30 FT	1586	Flyer Industries)	6/30/2015	10	3	5	89,348
			FIL-Flyer Industries Ltd (aka New					
GATRA	Bus 30 FT	1587	Flyer Industries)	6/30/2015 12/31/201	10	3	5	112,668
GATRA	Bus 30 FT	1588	GIL-Gillig Corporation	5 12/31/201	10	3	5	134,930
GATRA	Bus 30 FT	1589	GIL-Gillig Corporation	5	10	3	5	144,344
			FIL-Flyer Industries Ltd (aka New					
GATRA	FT	1590	Flyer Industries)	6/30/2015	10	3	5	97,854
GATRA	Van	1650	FRD-Ford Motor Corporation	6/30/2015	5	2	5	61,965
GATRA	Van	1689	FRD-Ford Motor Corporation	5/31/2016	5	2	5	56,938
			FIL-Flyer Industries Ltd (aka New					
GATRA	Bus 30 FT	1691	Flyer Industries)	6/30/2016	10	3	5	73,828
			FIL-Flyer Industries Ltd (aka New					
GATRA	Bus 30 FT	1692	Flyer Industries)	6/30/2016	10	3	5	88,004
GATRA	Van	1686	FRD-Ford Motor Corporation	5/31/2016	5	2	5	51,951
GATRA	Van	1688	FRD-Ford Motor Corporation	5/31/2016	5	2	5	60,795

GATRA	Van	1652	FRD-Ford Motor Corporation	5/31/2016	5	2	5	34,132
GATRA	Van	1653	FRD-Ford Motor Corporation	5/31/2016	5	2	5	59,070
GATRA	Van	1654	FRD-Ford Motor Corporation	5/31/2016	5	2	5	43,197
GATRA	Van	1655	FRD-Ford Motor Corporation	5/31/2016	5	2	5	52,279
GATRA	Van	1656	FRD-Ford Motor Corporation	5/31/2016	5	2	5	63,728
GATRA	Van	1657	FRD-Ford Motor Corporation	5/31/2016	5	2	5	38,661
GATRA	Van	1658	FRD-Ford Motor Corporation	5/31/2016	5	2	5	50,646
GATRA	Van	1659	FRD-Ford Motor Corporation	5/31/2016	5	2	5	28,671
			FIL-Flyer Industries Ltd (aka New Flyer Industries)					
GATRA	Bus 30 FT	1693	Flyer Industries)	6/30/2016	10	3	5	84,039
GATRA	Van	1687	FRD-Ford Motor Corporation	5/31/2016	5	2	5	58,913
GATRA	FT	1898	GIL-Gillig Corporation	3/31/2018	10	0	5	1,811
	Bus Std 35							
GATRA	FT	1899	GIL-Gillig Corporation	3/31/2018	10	0	5	2,829
GATRA	Van	1894	FRD-Ford Motor Corporation	6/30/2018	5	0	5	443
GATRA	Van	1895	FRD-Ford Motor Corporation	6/30/2018	5	0	5	448
GATRA	Van	1868	FRD-Ford Motor Corporation	6/30/2018	5	0	5	472
GATRA	Van	22528	FRD-Ford Motor Corporation	6/30/2018	5	0	5	452
GATRA	Van	1760	FRD-Ford Motor Corporation	5/31/2017	5	1	5	29,283
GATRA	Van	1761	FRD-Ford Motor Corporation	5/31/2017	5	1	5	25,400
GATRA	Van	1762	FRD-Ford Motor Corporation	5/31/2017	5	1	5	41,774
GATRA	Van	1790	FRD-Ford Motor Corporation	6/30/2017	5	1	5	19,555
GATRA	Van	1791	FRD-Ford Motor Corporation	6/30/2017	5	1	5	16,979
GATRA	Van	1792	FRD-Ford Motor Corporation	6/30/2017	5	1	5	22,810
GATRA	Van	1793	FRD-Ford Motor Corporation	6/30/2017	5	1	5	8,550
GATRA	Van	1763	FRD-Ford Motor Corporation	5/31/2017	5	1	5	31,147
GATRA	Van	1764	FRD-Ford Motor Corporation	5/31/2017	5	1	5	27,565
GATRA	Van	1765	FRD-Ford Motor Corporation	5/31/2017	5	1	5	31,413
GATRA	Van	1800	FRD-Ford Motor Corporation	6/30/2018	5	0	5	473
GATRA	Van	1804	FRD-Ford Motor Corporation	6/30/2018	5	0	5	950
GATRA	Van	1801	FRD-Ford Motor Corporation	6/30/2018	5	0	5	937
GATRA	Van	1803	FRD-Ford Motor Corporation	6/30/2018	5	0	5	957
GATRA	Van	1897	FRD-Ford Motor Corporation	6/30/2018	5	0	5	451
GATRA	Van	1802	FRD-Ford Motor Corporation	6/30/2018	5	0	5	968
GATRA	Van	1896	FRD-Ford Motor Corporation	6/30/2018	5	0	5	428
			DTD-Dodge Division - Chrysler					
GATRA	Van	1719	Corporation	6/30/2017	5	1	5	1,455
GATRA	Bus 30 FT	1595	NFA-New Flyer of America	6/30/2017	10	3	5	28,162
GATRA	Bus 30 FT	1596	NFA-New Flyer of America	6/30/2017	10	3	5	14,615
GATRA	Bus 30 FT	1597	NFA-New Flyer of America	7/31/2017	10	3	5	24,953
GATRA	Bus 30 FT	1594	NFA-New Flyer of America	6/30/2017	10	3	5	26,383
GATRA	Van	1767	FRD-Ford Motor Corporation	6/30/2017	5	1	5	2,369
GATRA	Van	1766	FRD-Ford Motor Corporation	5/31/2017	5	1	5	14,694

## **Facilities**

Facilities are any structure used in providing public transportation which GATRA owns and has a direct capital responsibility. Facilities utilized and owned include one administration/operations/maintenance facilities.

Data for facility assets is maintained and updated in the TransAM software. The following required data fields are maintained for each facility asset.

Asset Ownership	Grant Source Used (State/Fed/%)
Asset Description/Name	Build Cost
Physical Location/Address	Purchase Date
Asset Tag #	In Service Date
External ID	Purchase State (new/used)
Classification	Expected useful life
Asset Type	Land owner
Status	Building owner
Age/Year Built	Facility Size
Reported Condition	Section of larger facility
Last Maintenance	Percent Operational
Book Value	Number of structures, floors, elevators/escalators
Rehab Year	Replacement year
Number of Parking Spaces (public, private, ADA)	Line number
Vendor/Builder	Features and amenities (ADA)
FTA facility classification	Disposition Date/Cost/Buyer
Interior (sqft)	Grant Number
Lot Size	SGR Status

## **Facility Condition**

Agency	Facility Name	Location	Function/Purpose	Facility Age	SGR Rating
GATRA	Administration Office	Taunton MA	Administraton Office	27	3
GATRA	Maintenance Facility	Taunton MA	Bus Maintenance Facility	28	4
GATRA	Attleboro ITC	Attleboro MA	Intermodal Terminal	5	5
GATRA	Attleboro Bus Shelter	Attleboro MA	Bus Shelter	31	4

## **Section 3: Asset Condition Assessment**

GATRA assess the condition of its assets by utilizing a condition rating assessment scale. This rating scale assigns a numerical value based on the physical condition of each asset. The rating scale is based on numbers 5.0 to 1.0, with 5.0 being new and 1.0 being poor. Assets with a rating of 3.0 or higher are considered to be in a SGR.

The inspection process and documentation forms utilized to assess facility and vehicle assets are detailed in the GATRA Vehicle Maintenance and Facility Maintenance Plans.

## **Rolling Stock (Revenue Vehicles)**

The TAM Plan condition assessment consists of assigning a condition rating to all rolling stock assets (revenue vehicles) for which GATRA owns and has a direct capital responsibility.

The bus and van revenue vehicle condition assessment is as follows:

<b>Condition</b>	<b>Ratings</b>	<b>Description</b>
Excellent	5.0-4.8	New asset; no visible defects
Good	4.7-4.0	Asset showing minimal signs of wear; some slightly defective or deteriorated components
Adequate	3.9-3.0	Asset has reached its mid-life (condition 3.5); some moderately defective or deteriorate components
Marginal	2.9-2.0	Asset reaching or just past the end of its useful life;; increasing number of defective or deterioriated components and increasing maitnenacne needs
Poor	1.9-1.0	Asset is past its useful life and is in need of immediate repair or replacement; may have critically damaged componenents

Example evaluation methods are:

Engine	Evaluate available compression testes, oil usage, oil analysis, and noise
Drive-Train	Evaluate transmission and rear-end based on fluid analysis, shift quality, fluid leaks, and noises
Electrical	Evaluate lights, switches, gauges, and other electrical mechanisms relative to general working conditions; evaluate wiring condition especially front to back wiring
Suspension/Steering	Evaluate suspension and steering capability
A/C, Heating	Evaluate cooling and heating capability throughout the bus in order to maintain passenger and driver comfort
Structure	Evaluate extent of cracks and rust involvement in structure
Body Interior	Evaluate condition of floor, windows, seats, side and modesty panels and other interior items

## **Non-Revenue Service Vehicles**

The same evaluation of condition used for Revenue Vehicles is used for Non-Revenue Vehicles for which GATRA owns and has direct capital responsibility. Non-Revenue Vehicles include supervisory and maintenance vehicles.

<b>Condition</b>	<b>Ratings</b>	<b>Description</b>
Excellent	5.0-4.8	New asset; no visible defects
Good	4.7-4.0	Asset showing minimal signs of wear; some slightly defective or deteriorated components
Adequate	3.9-3.0	Asset has reached its mid-life (condition 3.5); some moderately defective or deteriorate components
Marginal	2.9-2.0	Asset reaching or just past the end of its useful life;; increasing number of defective or deteriorated components and increasing maitnenacne needs
Poor	1.9-1.0	Asset is past its useful life and is in need of immediate repair or replacement; may have critically damaged components

## **Facilities**

GATRA's Administration/Operations/Maintenance Facilities are inspected as scheduled in the Facilities Maintenance Plan. Components inspected are listed below and the inspection forms are also included.

<b>Component</b>	<b>Sub-components</b>	<b>Component</b>	<b>Sub-components</b>
Substructure	Foundation	HVAC	Energy Supply
	Basement		Generation/Distribution
Shell	Superstructure		Controls
	Roof		Chimneys/Vents
Interiors	Exterior	Fire Protection	Sprinklers
	Partitions		Hydrants
	Stairs		Standpipes
Conveyance	Finishes	Electrical	Distribution
	Elevators		Wiring
	Escalators		Communications
	Lifts		Other
Plumbing	Fixtures	Site	Roadways/Driveways
	Water Distribution		Signage
	Sanitary Waste		Parking Lots
	Rain Water Drainage		Pedestrian Areas
			Fences/Walls
			Landscaping
			Site Utilities

<b>Condition</b>	<b>Ratings</b>	<b>Description</b>
Excellent	5.0-4.8	New asset; no visible defects
Good	4.7-4.0	Asset showing minimal signs of wear; some slightly defective or deteriorated components
Adequate	3.9-3.0	Asset has reached its mid-life (condition 3.5); some moderately defective or deteriorate components
Marginal	2.9-2.0	Asset reaching or just past the end of its useful life;; increasing number of defective or deteriorated components and increasing maitnenacne needs
Poor	1.9-1.0	Asset is past its useful life and is in need of immediate repair or replacement; may have critically damaged components

Monthly Maintenance						Year						
Maintenance Item	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Elevator (contractor)												
NOTES												
Quarterly Maintenance						Year						
Maintenance Item	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Building walk-through												
HVAC PM (contractor)												
Security												
Bus Area												
Maintenance Area												
Bus Wash												
Exterior walk-around												
NOTES												
Semi-Annual Maintenance						Year						
Maintenance Item	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Backflow (City)												
Garage Walkthrough												

NOTES												
Annual Maintenance						Year						
Maintenance Item	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Boiler/Compressor (state)												
Security-fire ext, alarms, sprinklers (contractors)												
Stormwater (contractor)												
Elevator (state)												
Oil/Water Separator (contractor)												
Fuel Tanks (contractor)												
NOTES												

## Section 4: Description of Decision Support Tools

GATRA uses the following support tools to prepare its Transit Asset Management Plan:

- A. **TransAm** A software product purchased from Cambridge Systematics in conjunction with 14 other Regional Transit Authorities. This product allows for the creation of asset inventories as well as the setting of asset policy (ULB, replacement costs, etc).
- B. **Vehicle Maintenance Plan and Facility Maintenance Plan** These plans details all policies and procedures related to the Authority-owned vehicles and facilities. It includes maintenance department responsibilities, PM schedules, work order process, inspection needs, etc.
- C. **GATRA Procurement Manual** The Procurement Manual lists all FTA purchasing policies, contract/bidding requirements and regulations, asset purchasing procedures, and asset disposal procedures.
- D. **TAM Plan** GATRA's Transit Asset Management Plan contains the condition of assets used in the provision of public transportation services and to keep GATRA in a State of Good Repair (SGR). The TAM Plan also contains information related to Asset Inventory, Asset Condition Assessment, Decision Support Tools, Investment Prioritization List (Program of Projects), and NTD annual reporting.
- E. **Public Transportation Agency Safety Plan (PTASP)** Final Rule 49 CFR Part 673 (effective date 7/19/2019, Final Plan due 7/20/2020).

F. **Adopted Five Year Capital Plan/List of Prioritization of Projects/Programs** The Capital Plan includes projects needed to maintain SGR.

G. **Southeastern Region Planning and Economic Development District (SRPEDD)**  
The SRPEDD MPO TIP includes the transit projects adopted from the adopted GATRA Capital Plan.

## Section 5: Prioritized List of Investments

GATRA's adopted five year Capital Plan FFY19-FFY23 represents the prioritized list of capital projects over this time period, including any that will address State of Good Repair asset replacement. The plan includes Federal and State funding anticipated over the time period.

### Transportation Improvement Program (TIP)

Project List (FY2019)

FTA Program	Transit Agency	Project Description	Carryover (unobligated)	Federal Funds	State Funds	Local Funds	Total Cost
5307							
	GATRA	BUY REPLACEMENT VAN - 6		\$380,000	\$0	\$95,000	\$475,000
	GATRA	ACQUIRE - MISC SUPPORT EQUIPMENT		\$152,000	\$38,000	\$0	\$190,000
		NON FIXED ROUTE ADA PARA SERV			\$250,00		\$1,250,0
	GATRA			\$1,000,000	0	\$0	00
		PREVENTIVE MAINTENANCE			\$700,00		\$3,500,0
	GATRA			\$2,800,000	0	\$0	00
		OPERATING ASSISTANCE			\$500,00		\$1,000,0
	GATRA			\$500,000	0	\$0	00
	GATRA	SHORT RANGE TRANSIT PLANNING		\$80,000	\$20,000	\$0	\$100,000
		BUY REPLACEMENT 30-FT BUS - 2			\$200,00		\$1,000,0
	GATRA			\$800,000	0	\$0	00
	GATRA	BUY REPLACEMENT <30 FT BUS - 3		\$180,000	\$0	\$45,000	\$225,000
		BUY REPLACEMENT 30-FT BUS - 2			\$200,00		\$1,000,0
	GATRA			\$800,000	0	\$0	00
	GATRA	Maintenance Facility Upgrades		\$121,600	\$30,400	\$0	\$152,000
	GATRA	Maintenance Facility repaving		\$40,000	\$10,000	\$0	\$50,000
		Terminal Building and Parking Area Lighting					
	GATRA	Upgrade		\$72,000	\$18,000	\$0	\$90,000
	GATRA	ACQUIRE - MOBILE SURV/SECURITY EQUIP		\$20,000	\$5,000	\$0	\$25,000
	GATRA	Administrative Office Renovations		\$89,600	\$22,400	\$0	\$112,000
	GATRA	Solar Canopy Retrofit - Bus Shelters (18)		\$12,000	\$3,000	\$0	\$15,000
		CONSTRUCT - North Attleboro BUS STATION			\$195,63		
	GATRA			\$782,540	5	\$0	\$978,175
					\$2,192,		\$10,162,
		Subtotal		\$7,829,740	435	\$140,000	175
		Subtotal		\$0	\$0	\$0	\$0
5337							

5337	GATRA	REHAB/RENOV - RAIL STATION		\$930,543	\$0	\$232,636	\$1,163,179
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Funds listed under the Carry Over column are included in  
the Federal Amount

#### Project List (FY2020)

FTA Program	Transit Agency	Project Description	Carryover (unobligated)	Federal Funds	RTACAP	SCA	Local Funds	Total Cost
<b>5307</b>								
		SHORT RANGE TRANSIT	2019 -					
5307	GATRA	PLANNING OPERATING	\$80,000 2019 -	\$80,000	\$0	\$20,000	\$0	\$100,000
5307	GATRA	ASSISTANCE PURCHASE LANDSCAPING / SCENIC	\$250,000	\$500,000	\$0	\$500,000	\$0	\$1,000,000
5307	GATRA	BEAUTIFICATION ACQUIRE - MISC SUPPORT	2019 -	\$32,000	\$8,000	\$0	\$0	\$40,000
5307	GATRA	EQUIPMENT PREVENTIVE	\$60,000	\$60,000	\$15,000	\$0	\$0	\$75,000
5307	GATRA	MAINTENANCE BUY		\$2,800,000	\$0	\$700,000	\$0	\$3,500,000
5307	GATRA	REPLACEMENT 30-FT BUS - 2 BUY	2019 - \$252,870	\$800,000	\$100,000	\$0	\$100,000	\$1,000,000
5307	GATRA	REPLACEMENT VAN - 5 NON FIXED ROUTE ADA PARA	2019 - \$76,060	\$260,000	\$0	\$0	\$65,000	\$325,000
5307	GATRA	SERV BUY		\$1,000,000	\$0	\$250,000	\$0	\$1,250,000
5307	GATRA	REPLACEMENT <30 FT BUS - 4	2019 - \$300,000	\$300,000	\$0	\$0	\$75,000	\$375,000
					\$1,470,00			
			<b>Subtotal</b>	<b>\$5,832,000</b>	<b>\$123,000</b>	<b>0</b>	<b>\$240,000</b>	<b>\$7,665,000</b>
<b>5337</b>								
		REHAB/RENOV - RAIL STATION		\$838,102	\$0	\$0	\$209,526	\$1,047,628
			<b>Subtotal</b>	<b>\$838,102</b>	<b>\$0</b>	<b>\$0</b>	<b>\$209,526</b>	<b>\$1,047,628</b>
<b>5339</b>								
			<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

### Project List (FY2021)

FTA Program	Transit Agency	Project Description	Carryover (unobligated)	Federal Funds	RTACAP	SCA	Local Funds	Total Cost
<b>5307</b>		SHORT RANGE TRANSIT						
5307	GATRA	PLANNING PURCHASE LANDSCAPING / SCENIC		\$80,000	\$0	\$20,000	\$0	\$100,000
5307	GATRA	BEAUTIFICATION BUY		\$32,000	\$8,000	\$0	\$0	\$40,000
5307	GATRA	REPLACEMENT VAN - 5 PREVENTIVE	2020 - \$116,210	\$260,000	\$0	\$0	\$65,000	\$325,000
5307	GATRA	MAINTENANCE OPERATING		\$2,800,000	\$0	\$700,000	\$0	\$3,500,000
5307	GATRA	ASSISTANCE ACQUIRE - MISC SUPPORT		\$500,000	\$0	\$500,000	\$0	\$1,000,000
5307	GATRA	EQUIPMENT BUY		\$60,000	\$15,000	\$0	\$0	\$75,000
5307	GATRA	REPLACEMENT 30-FT BUS - 2 NON FIXED	2020 - \$61,159	\$800,000	\$100,000	\$0	\$100,000	\$1,000,000
5307	GATRA	ROUTE ADA PARA SERV BUY	2020 - \$333,215	\$1,000,000	\$0	\$250,000	\$0	\$1,250,000
5307	GATRA	REPLACEMENT <30 FT BUS - 3		\$300,000	\$0	\$0	\$75,000	\$375,000
			<b>Subtotal</b>	\$5,832,000	\$123,000	\$1,470,00	\$240,000	\$7,665,000
5337	GATRA	REHAB/RENOV - RAIL STATION	2018 - \$850,674	\$850,674	\$0	\$0	\$212,669	\$1,063,343
			<b>Subtotal</b>	\$850,674	\$0	\$0	\$212,669	\$1,063,343
						\$1,470,00		
			<b>Total</b>	\$6,682,674	\$123,000	\$0	\$452,669	\$8,728,343

### Project List (FY2022)

FTA Program	Transit Agency	Project Description	Carryover (unobligated)	Federal Funds	RTACAP	SCA	Local Funds	Total Cost
<b>5307</b>		SHORT RANGE TRANSIT						
5307	GATRA	PLANNING PURCHASE LANDSCAPING / SCENIC		\$80,000	\$0	\$20,000	\$0	\$100,000
5307	GATRA	BEAUTIFICATION		\$32,000	\$8,000	\$0	\$0	\$40,000

5307	GATRA	PREVENTIVE MAINTENANCE OPERATING	\$2,800,000	\$0	\$700,000	\$0	\$3,500,000	
5307	GATRA	ASSISTANCE ACQUIRE - MISC SUPPORT	\$500,000	\$0	\$500,000	\$0	\$1,000,000	
5307	GATRA	EQUIPMENT NON FIXED ROUTE ADA PARA	\$60,000	\$15,000	\$0	\$0	\$75,000	
5307	GATRA	SERV BUY REPLACEMENT	\$1,000,000	\$0	\$250,000	\$0	\$1,250,000	
5307	GATRA	<30 FT BUS - 3 BUY REPLACEMENT	\$300,000	\$0	\$0	\$75,000	\$375,000	
5307	GATRA	VAN - 5	\$260,000	\$0	\$0	\$65,000	\$325,000	
				\$1,470,00				
		<b>Subtotal</b>	<b>\$5,032,000</b>	<b>\$23,000</b>	<b>0</b>	<b>\$140,000</b>	<b>\$6,665,000</b>	
<b>5337</b>								
5337	GATRA	REHAB/RENOV - RAIL STATION	2019 - \$863,434	\$863,434	\$0	\$0	\$215,859	\$1,079,293
			<b>Subtotal</b>	<b>\$863,434</b>	<b>\$0</b>	<b>\$0</b>	<b>\$215,859</b>	<b>\$1,079,293</b>
					\$1,470,00			
		<b>Total</b>	<b>\$5,895,434</b>	<b>\$23,000</b>	<b>0</b>	<b>\$355,859</b>	<b>\$7,744,293</b>	

#### Project List (FY2023)

FTA Program	Transit Agency	Project Description	Carryover (unobligated)	Federal Funds	RTACAP	SCA	Local Funds	Total Cost
<b>5307</b>		SHORT RANGE TRANSIT						
5307	GATRA	PLANNING PURCHASE LANDSCAPING / SCENIC		\$80,000	\$0	\$20,000	\$0	\$100,000
5307	GATRA	BEAUTIFICATION PREVENTIVE		\$32,000	\$8,000	\$0	\$0	\$40,000
5307	GATRA	MAINTENANCE OPERATING		\$2,800,000	\$0	\$700,000	\$0	\$3,500,000
5307	GATRA	ASSISTANCE ACQUIRE - MISC SUPPORT		\$500,000	\$0	\$500,000	\$0	\$1,000,000
5307	GATRA	EQUIPMENT NON FIXED ROUTE ADA PARA		\$60,000	\$15,000	\$0	\$0	\$75,000
5307	GATRA	SERV BUY REPLACEMENT		\$1,000,000	\$0	\$250,000	\$0	\$1,250,000
5307	GATRA	<30 FT BUS (3)		\$300,000	\$0	\$0	\$75,000	\$375,000
5307	GATRA	BUY		\$260,000	\$0	\$0	\$65,000	\$325,000

		REPLACEMENT VAN (5)					
				\$1,470,00			
			<b>Subtotal</b>	\$5,032,000	\$23,000	0	\$140,000 \$6,665,000
<b>5337</b>							
		REHAB/RENOV -					
5337	GATRA	RAIL STATION		\$863,434	\$0	\$0	\$215,859 \$1,079,293
			<b>Subtotal</b>	\$863,434	\$0	\$0	\$215,859 \$1,079,293
					\$1,470,00		
			<b>Total</b>	\$5,895,434	\$23,000	0	\$355,859 \$7,744,293

## Section 6: Annual Performance Targets and Measures

As a recipient of Federal Transit Administration funds, GATRA is required to develop and maintain a Transit Asset Management Plan per FTA's Final Rule 49 CFR Part 625. As defined by the Rule, Transit Asset Management (TAM) is the strategic and systematic practice of processing, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs of the life cycle to provide safe, cost effective, and reliable public transportation.

The preparation of the TAM Plan is based on identifying the transit assets which GATRA owns and has direct Capital responsibility and the performance measures included in the Final Rule that related to these identified assets. A completed TAM Plan is required by 9/30/2018.

<b>Equipment</b>	<b>Performance Measure</b>
Non-Revenue support-service and maintenance vehicles	Percentage of vehicles met or exceeded Useful Life Benchmark
<b>Rolling Stock</b> Revenue Vehicles by mode, bus/van	<b>Performance Measure</b> Percentage of vehicles met or exceeded Useful Life Benchmark
<b>Facilities</b> Maintenance and administrative facilities; and passenger stations (buildings) and parking facilities	<b>Performance Measure</b> Percentage of Assets with condition rating below 3.0 on FTA TERM Scale

Using the above Performance Measures leads to the setting of targets against the defined Useful Life Benchmark (ULB). FTA defines as "the expected lifecycle of a capital asset for a particular Transit Provider's operating environment, or the acceptable period of use in service for a particular Transit Provider's operating environment."

GATRA has defined the ULB as presented in FTA Circular C 5010.1E for buses and vans.

Category	Length	Minimum Life	
		whichever comes first	
		Years	Miles
Heavy-Duty Large Bus	35-45 ft	12	500,000
Heavy-Duty Small Bus	30 ft	10	350,000
Medium-Duty Transit Bus	30 ft.	7	200,000
Light-Duty Mid-Sized Bus	25-35 ft.	5	150,000
Light Duty Small Bus (cutaways, modified van)	16-28 ft.	4	100,000

For this first TAM Plan, GATRA has prepared the following targets.

Type of Asset	FY2019					FY2020				
	Total # of Assets	Total Assets ≥ ULB	% ≥ of Assets ULB	Anticipated Replacement	Target %	Total # of Assets	Total Assets ≥ ULB	% ≥ of Assets ULB	Anticipated Replacement	Target %
Bus	36	12	33%	2	28%	36	16	44%	2	39%
Cutaway	21	10	48%	4	29%	21	17	81%	4	62%
Van	87	40	46%	8	37%	87	33	38%	5	32%
Type of Asset	FY2021					FY2022				
	Total # of Assets	Total Assets ≥ ULB	% ≥ of Assets ULB	Anticipated Replacement	Target %	Total # of Assets	Total Assets ≥ ULB	% ≥ of Assets ULB	Anticipated Replacement	Target %
Bus	36	16	44%	2	39%	36	15	42%	2	36%
Cutaway	23	15	65%	3	52%	23	12	52%	3	39%
Van	87	50	57%	5	52%	87	59	68%	5	62%
Type of Asset	FY2023									
	Total # of Assets	Total Assets ≥ ULB	% ≥ of Assets ULB	Anticipated Replacement	Target %					
Bus	36	13	36%	2	31%					
Cutaway	23	9	39%	3	26%					
Van	87	64	74%	5	68%					

*Facility-percent of facilities rated below 3 on the condition scale*

Administration/Operations/Maintenance Facility      0% 10 & 2 Oak Street, Taunton

Updates to these targets will be done in conjunction with the preparation of the next TAM Plan and the FFY2020-2024 Capital Plan.

## **Section 7: Recordkeeping and NTD Reporting**

GATRA shall report, on an annual basis, to the FTA's National Transit Database (NTD)

- Asset Inventory data
- SGR performance targets for the next fiscal year
- Condition assessments and performance measures of capital assets
- Narrative that provides a description of any change in the condition of the Authority's transit system or operations from the previous year and describes progress made during the reporting year to meet the performance targets set in the previous reporting year

## **Section 8: Conclusion**

This TAM Plan will be reviewed on an annual basis, updated, and incorporated into GATRA's capital and budget planning and reporting process.

This document shall cover a "horizon period" of time (starting 10/1/2018 to 9/30/2023). Projected Fleet Replacement will change annually as new data is entered into the TAM Plan planning and update process.